AFFAIRS OF THE RAILWAYS.

Ignoring the Interstate-Commerce Act in the West and Southwest.

Said a prominent railroad official yesterday: "There is a growing disposition among railroad managements to ignore the interstate law in its features where it unfavorably affects the business of the respective roads." In fact, he did not believe that there was a railroad company living strictly up to the requirements of the law, unless it be the Pennsylvania Railroad Company, which is directly benefited through its operations. To show that he was correct in this statement, he showed the following from the New York

So far as can be learned no efforts are being made to enforce the law in the West and Southwest, where it is notorious that its provisions are being violated daily. Of course, the railroad companies comply with the law to the extent of filing with the commission notices of advances and of reductions in rates, but it would be excommission would do if any company should neglect to forward its schedules to Washington, or if any number of companies should divide, upon a basis satisfactory to themselves, their recelpts from competitive traffic. At the present rate it will not be long before the interstate-commerce law will be a dead letter upon the statute books, except as to provisions that have already become incorporated into railroad man-

He expressed the opinion that were the law strictly enforced such ruinous rate wars as are now going on in the territory spoken of could not be carried on, as they would affect all classes of their business.

Dressed-Meat Shippers Adopting Old Tactics. The dressed-beef shippers show a determination to try over again the same game which they played with the Chicago & Grand Trunk road last year. They have now combined to give all their traffic to the Wabash and the Canadian Pacific, via Detroit. Of course, their aim is to bring about another rate war, in which effort they are likely to succeed. The counecting link of the Wabash and the Canadian Pacific, by which the latter gains entrance to Chicago, is nearly completed. A traffic arrangement has existed between the two roads for some time, and business over the new route will be begun by the middle of next month. This will give the two roads equal facilities with the Grand Trunk, which was in the fight with the trunk lines last year; but there will be this difference in the struggle, the Grand Trunk was a member of the Trunkline Association and governed by it, while the Canadian Pacific has no connection with that association and is a free lance on American roads.

An Advance in Rates Ordered. The general passenger agents inter sted in the roads running west from Indianapolis held a meeting here yesterday to consider rate matters, and as a result the \$6.50 rate from Indianapolis to Kansas City will, on June 8, be advanced to \$8. By doing this the four lines out of Indianapolis are able to maintain tariff rates to St. Louis from this point and the territory in this vicinity, and also to protect their local rates. So far as these Western lines are concerned the Southwestern roads can continue their rate war as long as they choose but the initial lines from Indianapolis will demand their usual pro rate on tickets sold.
The Vandalia, the Big Four, the O., I. &
W. and the I., D. & W. take the same position which the Eastern trunk-lines take

toward Western roads in rate matters.

Protest Against Sale of the St. I., A. & T. H. NEW YORK, May 29 .- The motion to continue the injunction obtained by E. H. Litchfield restraining the sale of the St. Louis, Alton & Terre Haute railroad, between Terre Haute and East St. Louis, for \$10,000,000, came up before Justice Lawrence in Supreme Court chambers to-day. The road was leased in 1883 until 1981 for \$450,000 a year to the Cleveland, Cincinnati, Chicago & St. Louis road. It is now proposed to sell this leased portion. Mr. Litchfield, as a director and stockholder opposes the sale, claiming that the committee which negotiated the sale has not provided the securing of \$2,000,000 dividend bonds, of one-tenth of which he is the owner. He has also 200 shares of common and 3,750 shares of preferred stock.

A sale under the conditions proposed, he says, would be a breach of trust, and would impair the value of the property. E. M. Shepard, who appeared for the defendants, asked that the injunction be removed to allow the directors to take the first step at the annual meeting on Monday next. The sale, he said, could even then be consummated by the consent of not less than two-thirds of the stockholders, after sixty days' notice. If the injunction were continued it would damage the company at least \$1,000,000. The sale would largely increase the value of its stock, and the mere proposal to sell had sent common stock from 40 to 46 and preferred from 114 to 130, while dividend bonds had gone from 51 to 6212 under the management of Presidents W. B. Cutting stock had increased in value in eleven years from \$18,950 to \$654,300. Decision reserved.

Personal, Local and General Notes. Wm. R. McKeen, president of the Vandalia, is spending a few days at Lake Maxinkuckee.

the property.

Taking effect June 8, the Northern Pacitic will put on another through passenger train from St. Paul to Portland. General Manager Greene and Traffic Manager Murray, of the Big Four lines, are ex-

pected home from the East to-day. The Toledo, St. Louis & Kansas City road earned in the third week of May \$24,134; increase over the corresponding week of

The Northern Pacific now has under con-tract the building of 105 miles of new road, which will give it a line to Gray's Harbor, via Olympia.

The Northern Pacific is contemplating building a line from Staples, Minn., to Fertile, Minn., thereby shortening the line into Manitoba.

Henry Villard, chairman of the board of directors of the Northern Pacific road, will sail for Europe next month, to be absent several months. T. W. Richey succeeded Robert Taggart

in charge of the Ohmer restaurant in the Terre Haute Union Station. Mr. Richey has been with the Ohmers over twenty The Wabash was a little off in earnings

the third week of this month. It earned \$212,800, which was a decrease, as compared with its earnings the corresponding week last year of \$28,800. Charles Compton, train-dispatcher on the

Big Four, has been appointed chief train-despatcher of the Big Four lines between Cincinnati and Chicago, the appointment to take effect June 1. Charles H. Wyman, of Fitchburg, Mass., is spending a few days in the city, intro-ducing to the master mechanics of the sev-

eral roads centering at Indianapolis several articles of modern invention. The net earnings of the C., C., C. & St. L. (Big Four) for the ten months of its fiscal year, which ends June 30, were \$3,672,610,

which was an increase over the corresponding ten months, ending April 30, 1889, of C. R. Crawley, who is to succeed R. C. J.

Pendleton as commercial agent of the Occidental fast-freight line, arrived yester-day, and Mr. Pendleton will to-day introduce him to the business men and railroad fraternity. The Union Pacific has arranged with the

Northern Pacific to at once commence running trains from Portland. Ore., to Centralia, fifty-five miles, over the Northern Pa-cific track. At Centralia the Union Pacific strikes off to Olympia. An adjustment of salaries of the agents

and office men on the Lonisville, New Albany & Chicago road has been ordered. which may lead to some resignations of veterans in the service who think a reduction in their pay out of order.

The stockholders of the Indianapolis, Decatur & Western road were to have met in this city to-day to take action on pro-posed extensions, but some of the Eastern stockholders could not be present, and the meeting has been postponed until June 11.

The managers of the Louisville, New Albany & Chicago road having amounted out of 35 per cent. on all salaries of the

local agent and office men at Lafayette, to take effect June 1, the men have announced their intention to resign. There are about eighteen in all.

The T. H. & L. division of the Vandalia is being put in good physical condition. There are now four construction trains at work on the line and two steam shovels. Several thousand tons of heavier steel rails are being put in on the T. H. & L. proper. On the Vandalia main line little work is laid out for this year, as the track is now in excellent condition.

The Michigan Central has a number of its new crossing signals in working order, and this enables them to shorten the running time of several of their trains on the main line without materially increasing their speed. But few people are aware of the time consumed in stopping at railroad crossings on such a road as the Michigan Central, which will average eight crossings in ever one hundred miles run.

A consolidation of the general passenger and ticket departments of the Chicago & Northwestern Railroad Company, which has been contemplated for some time past, has been definitely decided upon, and will be made effective June 1. Mr. E. P. Wilson, the general passenger agent, has resigned, and W. A. Thrall, who has for many years been the general ticket agent, has been made general passenger and ticket agent.

A change in running time takes effect Sunday on the eastern division of the Chicago, St. Louis & Pittsburg, through which the running time of every local train between Columbus and Indianapolis is shortened twenty minutes. The most important change with the fast trains will be that of No. 6, which now leaves Indianapolis for the east at 4:30 A. M. It will not depart until 5 A. M., and make the same time to New York.

John Egan, general ticket agent of the Big Four, who has the looking after the newly appointed ticket collectors on the Chicago division, was out on the line yester-day. The conductors have nothing to do with the passengers, and the new collectors are allowing so many to slip through with-out collecting their tickets that it is somewhat annoying to General Ticket Agent Egan. As soon as they are educated up to the work there will be less trouble of this

J. C. Fargo, president of the American Ex-press Company, and the board of directors, will, on Monday next, leave New York on a special train and travel over all the routes which the company operates, visiting Chicago, St. Paul, Duluth, Omaha, Kansas St. Louis, Indianapolis, Louisville and Cincinnati. June 12 they are to spend the day in looking over Indianapolis, and it is highly probable that something definite will be done toward securing more commodious offices up town and near the Union Station for the company.

At yesterday's session of the convention of State Railroad Commissioners, at Washington, a resolution was adopted, after discussion, which reads: "That the public incussion, which reads: "That the public interests will best be served by the adoption of a classification which shall be uniform for our whole country." Resolutions were also adopted favoring a greater uniformity in the annual reports of carriers and in railway accounting. Safety appliances was the theme of considerable discussion, the convention almost unanimously favoring legislation requiring all railroads to be supplied with the latest improved couplers, brakes, etc.

General Freight Agent McLeod, of the Cincinnati, Sandusky & Cleveland road, formerly with the C., H. & D. at this point, is making an excellent record on the Sandusky road, securing classes of business which the road has never before carried. For the first time in its history it has hauled this year 20,000 tons of iron-ore from Sandusky to furnaces in southern Ohio. Last year the Baltimore & Ohio took from Sandusky 350,000 tons of ore, and this business would doubtless be divided if the C., S. & C. was properly equipped to handle it. As the ore cars are loaded with coal when returning north, it is a business worth seek-

The general passenger agents of the Western railroads met at Chicago yesterday, and agreed to restore passenger rates June 9 to the basis in effect Dec. 31, 1889, subject to such tariff changes as have been made by the Transmissouri Association since that time. It is understood that the Transmissouri Association will meet at once and order a restoration of rates from the Missouri river to Colorado points. In accordance with the understanding reached by the presidents, the new passenger agreement becomes effective at once, and is absolutely binding upon the members for sixty days, after which any road desiring to withdraw must give thirty days' notice of its intention.

National Bureau of Unity Clubs.

Boston, May 29.—The annual meeting of the National Bureau of Unity Clubs was held to-day. The report of the secretary, Rev. George W. Cook, showed that the 150 clubs now in existence are doing efficient supplementary church and literary work.
The matter of establishing a central bureau
of information was left to the executive committee. The following officers were elected for the ensuing year: President, Rev. W. H. Savage, of Watertown; vice-presidents, Rev. J. L. Jones, of Chicago; Rev. C. W. Wendte, of Oakland, Cal.; recording secretary, George W. Cook; corresponding secretary for the East, Miss Lincoln, of Boston; corresponding secretary for the West, Rev. Elmer E. Gordon, of Siony City: treasurer Miss Elorance E. of Sioux City; treasurer, Miss Florence E rge H. Peabody. Mr. Litchfield's | Close, of Boston, and an executive committee.

Christian Scientists.

NEW YORK, May 29 .- The Christian scientists continued their session to-day in the Lenox Lyceum. This was the last day of their deliberations. The feature of the President Ashley, of the Wabash, is now in the West making a careful inspection of offered by Mr. Bailey for a formal disorganization of the national association. This calls for an abandonment of the old charter and by-laws as a national corporate body. but retains all local ones, and the real work of the association will go on the same as usual. The time thus wasted in preparing for the annual convention will be better employed in the study of hygiene and its application as understood by the ministerings of members. After addresses by John T. Linscott, of Denver, Judge Hanna, of Leadville, and Mrs. C. F. Noyes, of Chicago, the convention adjourned sine die,

> Butchers Adopt a National Trade-Mark. CINCINNATI, May 29.—The Butchers' Pro tective Association to-day elected the fol-lowing officers: President, William Peters, of Pittsburg; first vice-president, Joseph Ehrmantraut, St. Paul; second vice-president, Michael Hoffman, Cincinnati; recording secretary, Chris Brokate, St. Louis; financial secretary, Henry Phillips, Pittsburg; treasurer, George Beck, Detroit; also a board of seven trustees. A national trademark was adopted the design to be release mark was adopted-the design to be select ed by the executive committee. Chris Brokate was appointed organizer, with a salary of \$2,500 a year and \$6 a day for ex-penses while traveling. The association meet again in Pittsburg on the fourth Tuesday in May, 1891.

Flight of a County Auditor. St. Cloud, Minn., May 29 .- John Lutz. county auditor, has absconded, leaving his affairs in a very complicated condition. State Examiner Kenton, from St. Paul, is here making an examination of his books. The amount of his shortage cannot now be determined, but it will reach up into the thousands. The County Commissioners will formally declare the office vacant to-morrow. Lutz is a married man, and it is thought he may be hiding somewhere about the city.

Lumbago.

General F. B. Spinola, member of Congress from New York city, writes: "It is a public duty I perform when I tes-tify to the remarkable curative power of Allcock's Porous Plasters. For several years I have been at times troubled with | had not seen my danger, run back, thrown violent attacks of lumbago. They would last for several weeks at a time, and the pain would reach from the lumbar regions not only to my feet, but to my finger ends.
Some months ago I had a most severe attack, and was confined to my bed, almost paralyzed. I felt much discouraged, and thought of recurring to electric shocks, which the brave, patient Forty-ninth when Senator Nelson sent me six Allcock's which the brave, patient Forty-ninth was passing. On the toilsome three—one over the kidneys, one on the small of my back, and one on my hip joint, where I had considerable sciatic pain. The effect was simply wonderful. In six hours I was able to sleep, the violent pain having mostly ceased. I continued to wear the plaster for some days, when I felt I was almost entirely cured. I kept them on for nearly a month, as a matter of precaution." Beware of imitations, and do not be deceived by misrepresentation. Ask for Allcock's, and let no solicitation or explanation induce you to accept a substitute.

Allcock's Corn and Bunion Shields effect quick and certain relief.

March from Cumberland Gap, through the poor, mountainous portion of eastern Kentucky the men were living on corn, their clothing threadbare and shoes worn out. The warm reception they met when the Ohio river was reached, a banquet was spread for them, their varied wants supplied. They were sent to the Kanawha valley. After a campaign there, hurried down the Ohio and Mississippi valleys—were in the thickest of the hardest fighting of the wareverywhere.

The half has never been told of the patient endurance and deathless hroicsm of the Indiana soldiers

The Angel of Freedom guards their sleep.

Frances L. Mace, in Youth's Companion.

Ex-Pugilist Shot.

DENVER, Col., May 29.—John P. Clow, ex-pugilist, and Garrett Hughes, quarreled una saloon this morning over money matters. Clow knocked Hughes down, and the latter pulled a revolver and fired five times. The last shot took effect in Clow's groin. The wound is thought to be fatal. Hughes, who is connected with one of the most prominent families of Colorado, gave himself and the poor, mountainous portion of eastern Kentucky the men were living on corn, their clothing threadbare and shoes worn out. The warm reception they met when the Ohio intervence and shoes worn out. The warm reception they met was spread for them, their varied wants supplied. They were sent to the Kanawha valley. After a campaign there, hurried down the Ohio and Mississippi valleys.

The half has never

Written for the Indianapolis Journal. Decoration Day.

Above the blue and gray Whose deeds of valor gem With scintillating ray A nation's diadem, While funeral trumpets play A march and requiem, We strew the blooms of May— But what is that to them?

No more the martial din; No more the booming brass; The pomp of war shut in

Beneath the blooming grass.

What now to them is fame!

What now their battle flag! The ashes of a name-The tatters of a rag.

Let not the coward sneer, Nor let the cynic frown, That memory holds dear Their glory and renown. Beside the glowing stars, In characters of blood. Their names and prowess stir A Nation's gratitude.

For treason lifts no more
His impious bloody hand
Adrip with human gore, To smite and curse the land. God bless the boys in blue; Let love keep green their graves, And to their fame be true While freedom's emblem waves.

God pity those who fought Against the flag we love; Forgive the ruin wrought While ghastly treason throve; Eternal be the calm, The benison divine

That broods within the palm And sings within the pine. -Edwin 8. Hopkins. JACKSONVILLE, Ky.

A HOOSIER DRUMMER-BOY.

Written for the Indianapolis Journal. Nestled on a little plain among the hills of southern Indiana is one of those old river towns whose population, mauners and ways of living seem to be forever fixed. While incessant changes going on in the outside world sweep over the country in the progressive marches of improvement, Leavenworth retains a listless repose. But nature's setting of picturesque and beautiful scenery about this old town, with its drowsy atmosphere of restful content, makes it an ideal spot, wherein the wayworn travelers of life who have grown morbidly weary may find rest, as its dreamy, soothing influence will conquer the most ambitious spirit-in time.

But at, an early hour of a late summer morning in 1861, as the rising sun behind the lofty hills threw long shadows over the usually sleepy town, a strange restlessness pervaded the place. Men, women and children hurrying bere and there or standing idly in expectant throngs, startled by the loud whistling of a steamer as it rounds the big Horseshoe bend they all hasten at once to the river bank. The little drummer boy beats a lively rub-a-dub-dub-dub and the shrill soft notes of a fife fall sadly on the silent air as Company H of the Forty-ninth Indiana Infantry marches down the rugged wharf and aboard the government transport that will carry them to New Albany, the rendezvous of the regiment. The many incidents that are told of the little drummer boy, Arthur McCune, of the warm, sympathetic kindliness of heart that was interested in young or old, the very poor or the well-to-do, show that he was warmly esteemed for his good qualities by his townspeople. In school he was a bright student, beloved by the teachers and his mates; a sensitive little girl (now a middle-aged woman) remembers that more than once, when she cried at losing her place at the head of the class he purposely missed a

Before leaving home for the army he called on all for a friendly chat and a last good-bye, not excepting the lone old woman who lived outside the village. "Bless his sweet, ruddy face and bright, blue eyes,' she cried; "who could help loving him?" "Mother," he said in one of his parting talks, "I want you to give all my clothes to Bud Tucker; he needs them. I will be a man when I come home, for I am going through the war, and my clothes will be too small

for me then. Arthur's letters, written to mother and sister-his father was in the same company with him, and his only brother in the First Indiana Cavalry—were bright, newsy and of interest to every one about town who had relations in the Forty-ninth Regiment.
"I wish you could see the boys when their turn comes to act as cooks." he wrote, "dashing at the pots, kettles and pans, dish-rags ip hands, scolding worse than old women."

In December he wrote from Bardstown: "We were two days and a half in marching to this place. Gen. T. J. Wood has organized an instruction camp to discipline new

"Last night I was sleeping soundly, dreaming of home and mother, when a fearful blast on the bugle brought the whole camp onto their feet, and in twenty minutes they were forming in line of battle. Some were bare-footed, bare-headed, as they could not find their clothes in the

"'Hurry up, Buckner will be upon us,' "The men expected Colonel Ray to say something to them before going out to battle; but they were told that it was a false alarm, to show them the need of being prepared for emergencies. The men now sleep with socks on, clothes handy and guns

by their sides. "I was glad of it, mother, the alarm having been false. I mean-for most of us were scared—just a little—and others a great deal."

In February, 1862, he wrote from Cumberland Ford: "The enemy has strong fortifications at Cumberland Gap. We are camped ten miles above. The scenery along the river is rugged and grand; the high peaks of the mountains, covered by the whispering pines, shut out the stars as I look toward heaven, and in the lonely hours of the night the men talk of home, wishing, at the same time, that the war

was over. I wish so, too, mother.
"On our march here Jake Swartz livened us up by his funny antics. Poor old fellow! You know how grotesquely ugly he was at home in his picturesque rags. His looks are much improved by his uniform. He says that it is the first good suit of clothes he ever owned. He is always cheerful, looks on the bright side of everything, and yet he has a wife and half dozen young ones living in some one else's cabin down in Harrison county. I wrote a letter to them for him, the other day—and he made a cross to it, as he could not write

"As we marched by a colored church on a Sunday, on our way here, they all came out to look at us. Jake walked up to the old darkey preacher, with outstretched hand, and shook hands as heartily as if he had met a dear friend. The boys behind him 'caught on' to the fun of it, and, as they came up, kept on shaking hands with the dignified parson.

"I wish you could hear him say to the natives hereabonts, "Howdy, do yer happen to hev eny terbacker in yer pockets?" March 21, 1862.

"I went down to the gap with an expedition, and I saw hundreds of rebels march out of their camps into their works. They were the biggest herd of ragamuffins I ever saw. An attack was made by our men in the skirmishing that followed. I thought sure I was a goner. We took to our heels, but the Johnnies would have gotten me if Jake Swartz. me over his shoulder and ran like a deer down the mountain side. For my sake, mother, dear, will you please look after Mrs. Jake and the little ones, to see that they have enough to eat?"

In reading those letters a glass is fitted to the mind's eye, wherein the reader may look upon the shifting scenes through

working up to their necks in water, building bridges, digging trenches under the broiling sun; sleeping in wet blankets (or none at all) in the mud or the freezing sleet. Following the enemy single file through dark, thicketed ravines, over long ridges; marching in solid columns up to the mouths of belching cannon sweeping the lines with the leaden hail of death, brave men, falling like dead leaves in December—brave men, in heroic self-sacrifice, closing the gaps in the living wall.

"On Champiou Hill, after the battle, I heard a dying man calling for his mother," wrote the little drummer, "I raised his head and wiped the death-dew from his face; he looked up and smiled, as he said 'I've got a furlough and I am going home to see my mother,' and I laid him down, for he was dead."

In December, 1863, the Forty-ninth went working up to their necks in water, build-

In December, 1863, the Forty-ninth went into winter quarters for a much-needed rest, on Matagorda peninsula, on the Texan

"We have grown used to unpleasant surprises, dear mother," wrote Arthur; "but I tell you, our men were almost frantic with delight to-day when our old friend, 'Tarascon,' steamed into Matagorda Bay. To see an Ohio-river boat down here on the coast, with a home pilot handling the wheel, was more than we

The tortuous Red-river expedition closed the struggle of the war for the remnants of the Forty-ninth Regiment. After the army was disbanded the thinned ranks came "Where is my boy?" asked many a poor mother of the little drummer, after his ar-

rival in Leavenworth.

"We left him at Fort Gibson, or may be it was Chick asaw Bluff," he answered. "The Forty-ninth was deployed as skirmishers, and came up suddenly on the hostile front; an assault was made, capturing a battery; your boy fell; our colonel spoke of the bravery of our regiment in this action after the victory."

the victory."

He had other incidents to tell of the lost ones' heroic bearing, until the dark sadness ones' heroic bearing, until the dark sadness ones' heroic bearing. of the mother-heart was glorified by the manner of her hero's death.

At the close of the war Arthur McCune was eighteen years old; as the quickest way of making up for the lost years that he should have spent in the school-room, he entered a commercial school without loss of time, and later entered business and gave faithful service to his employers.

But his health and spirits were broken by the exposure he had endured in camp, hiveness and on long marches and the sight bivouse and on long marches, and the sight of the horrible sufferings of the fallen on hard-fought battle-fields, that no sensitive mind could witness without being sorely wounded. Leave of absence was granted, and he went down from Louisville to Leavenworth to try to recruit his failing strength. Being a hero in the minds, of the people they almost worshiped him; all the little attentions and diversions that delicacy of sentiment could prompt were offered to him, but he received it all with meloncholy smiles that were sadder than tears, in that they expressed the hopelessness of his condition. One serene, beautiful morning in May they found him in an unconscious state, the large, blue eyes fixed on vacancy, the struggling breath growing fainter and fainter still, until all was over.

The spirit of the little drummer-boy of the Forty-ninth went alone through the dark thoroughfare, to awaken, next mornng, at reveille, with his comrades, in the beautiful land of faith. Many Decoration days have come and gone since then, but the people of Leavenworth never fail in their duties of love

and patriotism in covering over with flowers the few lowly beds of fallen heroes that lie in the little burial ground on top of the towering hill, that stands as a senti-nel of the ages, guarding the river. COLUMBIA PAXTON.

A DECORATION-DAY PARADE.

Patience Stapleton, in Youth's Companion "I've allus keered for children," said Aunt Hannah, looking pensively down the shady lane as she might have looked back through the quiet thoroughfare of her past days. "They're a sight of company, an' some has the wisdom of the angels, an' them that knows children's lives and ways won't call word to allow her to regain the lost posi-

that no irreverence. "Two years ago come the 1st of April the Baileys moved inter that yaller house to the cross-roads. Bailey, he was misfor-tunate allus—naturally shiftless—an' Benny, the boy, 'bout eight years old, was one of them solemn-eyed, quiet an' not meddlin' children that a single woman, advanced in

years, generally takes to. "Benny an' me was great friends, and he worritin' because I had no grandchildren, an' his gran'ma bein' dead, he adopted me, an' allus called me 'Gran.' "Iwo years ago come Decoration day I

"Two years ago come Decoration day I looked up from my knittin', an' there stood Benny in that very kitchen door. He had queer home-cut trousers on, an' a gingham waist, an' little copper-toed boots that he set great store by. Behind him was his sister Susie, six years old, an' Betty, the two-year-old, toddlin' along, an' two freckled boys that lived in the neighborhood. They all 'peared drefful solemn an' important.

"'Up to some mischief, I'll be bound,' I says.

"No, Gran,' says Benny, his lips, that had the baby curve to 'em yet, tremblin'. 'It's Decumration day, an' there ain't no p'rade like there used ter be to Gardiner 'fore we moved-we allus moved-an' these boys says there ain't no Decumration here 't all.' "'Ain't no soldiers' graves,' I says, cheer-"'Oh, there is!' he calls out, breathless. 'Over to the grave-yard in the pine woods there's a Cap'n Dean that was a Union sold'er, an' fit in the war. Johnny's mother knowed him, an' there's another grave,

too—a old, old one that's got a funny face on the stone, an' that a revolutionary one.'
"Wanter know!" I says, givin' each one a sugared cookey with a round hole in it, that I knowed they'd appetite for it in spite of the excitement. "An' we're goin' to p'rade,' cries Benny, an' I thought mebbe you'd make us flags, little miter ones that aint no trouble. Susy's

got her apron full er Mayflowers we got yesterd'y, an' Billy kin do "Marchin' through Georgy" on his mouth-organ beau-"With tremblin' fingers I made five little

flags somehow, an' fastened them on sticks for the regiment. " 'Couldn't we have,' says Benny, kind o' hesitatin' an' lookin' with longin' eyes at my flower-pots, 'some of them red geraniums, them that's most wilty? 'Cause they're growed flowers, an' our'n we jest found!' "'Where's your manners?' says Susy,

scoldin', woman fashion. " 'They're for soldiers,' Benny insists, an' I cut him my choicest blossoms. Surely there wa'n't never a sweeter use for 'em. "Away went that p'rade then, Benny ahead with the flag an' the bouquet, Billy with the mouth-organ, and Johnny, straight an' stately, with the biggest flag-staff, an' Susy with her apron full of sweet-smellin' May blossoms, an' the toddlin' baby fetchin'

up the rear, keepin' in line with the rest "Wal, somethin' bright an' beautiful bloomed on them two lone graves under the pines by the side of them little flags wavin' in the wind, an' the best was the little bud of patriotism in them children's hearts. "'What's that fandango?' says Jason Mead, drivin' by whilst I watched the p'rade go over the hill to the pine woods.
"'Wal, I swan!' says he, when I told him. Both on us couldn't speak then.

"Last Decoration day I went to the graveyard alone. It was a solitary p'rade all to myself. The Baileys had moved away, an' there wa'n't no one to remember the day. I carried three bouquets of my best flowers. No, I couldn't forgit them soldiers' graves. My best blossoms I laid onto a little mound by that grave of the revolutionary soldier's, who'd been at rest near a century.
"The Baileys didn't take Benny away.

for the Father wanted him. He lays in God's acre. I call it that 'cause them is such hopeful words to us all. He was allus an angel child. "I'd like to think that them dead soldiers knowed of that decoration p'rade, an' that little act of reverence an' love as pure an' free as sweet wild roses onto a grave."

A Thought for Decoration Day. Flowers and songs for the brave who lie Under the sculptured stone, Flowers and tears for the brave unknown, The missing when battle's storm swept by. Somewhere, under a watchful sky. Though never a mourner has come to weep, The Angel of Freedom guards their sleep.



become listless, fretful, without energy, thin and weak. But you can fortify them and build them up, by the

OF PURE COD LIVER OIL AND

HYPOPHOSPHITES Of Lime and Soda. They will take it readily, for it is almost as palatable as milk. And it should be remembered that AS A PRE-VENTIVE OR CURE OF COUGHS OR COLDS, IN BOTH THE OLD AND YOUNE, IT IS UNECUALLED. Avoid substitutions offered.

Master Commissioner's Sale

By virtue of a certified copy of a decree of the Circuit Court of the United States for the District of Indiana, made on the 29th day of January, A. D., 1889, in a suit there pending upon an original bill, wherein The Farmer's Loan and Trust Company is complainant, and the Chicago & Atlantic Bailway Company and others are defendants; and, upon a cross-bill wherein George J. Bippus is cross-complainant, and the Chicago & Atlantic Bailway Company and others are defendants; also, a decree of the Circuit Court of the United States for the Northern District of Illinois, made on the 29th day of January, A. D., 1889; the undersigned, William P. Fishback, Master Commissioner, will, on

TUESDAY, THE 12TH DAY OF AUGUST, A. D., 1890.

at 12 o'clock, noon, of said day, at the front door of the United States Court-house and Postoffice build-ing, in the city of Indianapolis, in the District and State of Indiana, offer for sale, at public auction, to the highest bidder therefor, the following described railway property and franchises, viz.: All the line of railroad of The Chicago & Atlantic

All the line of railroad of The Chicage & Atlantic Railway Company at any time constructed within the counties of Marion, Hardin, Allen and Van Wert, in the State of Ohio, and the counties of Adams, Wells. Huntington, Wabash, Miami, Fulton, Pulaski, Starke, La Porte, Porter and Lake, in the State of Indiana, and more particularly described as follows:

All that certain line of railroad beginning at Marion, in the county of Marion and State of Ohio, and running thence in a general northwesterly direction through the said counties of Marion and Hardin to Kenton in said Hardin county; thence through said counties of Hardin and Allen to Lima in said Allen county, and through said counties of Allen and Van Wert to Enterprise in said Van Wert county, all in the State of Ohio; thence in the same general northwesterly direction through the said county of Van Wert, Ohio, and said county of Adams, Indiana, to Decatur in said Adams county, and through said counties of Adams, Wells and Huntington to Markle in said Huntington county, and through said county Decatur in said Adams county, and through said counties of Adams, Wells and Huntington to Markle in said Huntington county, and through said county of Huntington to Huntington in said Huntington county, through said counties of Huntington and of Wabash to Laketon in said Wabash county, and through said counties of Wabash, Miami and Fulton to Rochester in said Fulton county, and through said counties of Fulton and Pulaski to Monterey in said Pulaski county, and through said counties of Pulaski and Starke to North Judson in said Starke county, and through said counties of Starke, LaPorte and Porter to Kouts in said Porter county, and through said counties of Porter and Lake to Crown Point in said Lake county, and through said county of Lake to the boundary line of the States of Indiana and Illinois, where said line of railroad connects with the railroad of the Chicago & Western Indiana Railroad Company, in all a distance of two hundred and forty-nine and one-tenth miles, more or less, together with the cerporate property of every name, kind and description, at any time owned by the Chicago & Atlantic Railroad Company, or acquired by it or used by it in constructing, managing or operating its line of railroad and pertaining thereto, and all estates and interests therein, including all

or operating its line of railroad and pertaining thereto, and all estates and interests therein, including all
the right of way therefor, and the road-bed of said
railroad, the entire superstructure thereof and track
at any time placed thereon, and all station, depot,
shop, yard and other grounds at any time used in
connection therewith, and all steel and iron rails,
ties, railways, sidings, switches, bridges, fences,
turn tables, water-tanks, viaducts, culverts, passenger and other depots, station-houses, warehouses,
freight-houses, car and engine-houses, machine shops,
docks, and all other structures, buildings and fixtures
whatsoever, together with all equipment and rolling

freight-houses, car and engine-houses, machine shops, docks, and all other structures, buildings and fixtures whatsoever, together with all equipment and rolling stock, locomotives, cars of every description, machinery, tools, implements and materials of the said the Chicago & Atlantic Railway Company at any time owned or acquired for constructing, maintaining, operating, replacing, improving or repairing the said railroad and its appurtenances, or any part thereof, or in or for the business of said railroad, and all the real estate of the said railway company, wherever the same may be situate, at any time held or acquired, for the purposes aforesaid.

And also, all the right of the said the Chicago & Atlantic Railway Company to use the railroad of the Chicago & Western Indiana Railroad Company from a point at or near Hammond, in the State of Indiana, to and into the city of Chicago, in the State of Indiana, to and into the city of Chicago, in the State of Indiana, to and into the city of Chicago, in the State of Indiana, to and the terminal facilities in Chicago, and all other rights, privileges and property secured to the said Chicago & Mestern Indiana Railroad Company and the said the Chicago & Atlantic Railway Company of date November 1, 1880, November 1, 1882, March 31, 1883, and any agreements supplemental or relating thereto of any date whatsoever, and any and all shares of the capital stock of the Chicago & Western Indiana Railroad Company or of the Belt Railway Company of Chicago, or rights therein or thereto, whether legal or equitable, of the said Chicago & Atlantic Railway Company, and any and all other agreements, contracts, rights, privileges or interests, whether legal or equitable, of said Chicago & Atlantic Railway Company.

Also, all the rights, franchises, privileges, immunities and easements; and all leases, leaseholds, rights of use of other railways, and all estates, real, personal or mixed, at any time held or acquired by the said

Also, all the rights, franchises, privileges, immunities and easements; and all leases, leaseholds, rights of use of other railways, and all estates, real, personal or mixed, at any time held or acquired by the said the Chicago & Atlantic Railway Company; and all rents, issues, profits, income and proceeds of said railroad, or arising from any of the aforesaid property, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in any wise appertaining thereto; and all the reversions, remainders, choses in action, estate, right title, interest, property, possession, claim and demand whatsoever, as well at law as in equity, of the said the Chicago & Atlantic Railway Company, in and to the aforesaid property and premises, or any part thereof, and all rights powers, privileges, franchises, at any time held or acquired by the said railway company, connected with or relating to the said railroad, or the uses or purposes thereof, or to the construction, maintenance, use or enjoyment of the same, and all corporate franchises of the said company of every nature, including the franchise to be a corporation.

Said sale shall be without prejudice to the rights and claim of the United States Rolling-stock Company, the Farmers' Loan & Trust Company, as assignee in trust, or of any party beneficially interested in an agreement in the nature of an equipment lease entered into between the said United States Rolling.

in an agreement in the nature of an equipment lease entered into between the said United States Rolling-stock Company and the Chicago & Atlantic Railway Company, of date April 11, 1883, and assigned to the said Farmers' Loan & Trust Company on said last-named date, for the security of certain car-trust bonds. said Farmers' Loan & Trust Company on said last. named date, for the security of certain car-trust bonds.

TERMS OF SALE—Said property will be sold for cash as an entirety, and without appraisement or the right of redemption. Before making a bid for said property each bidder will be required to deposit with the undersigned, as a pledge that the bidder will make good his bid in case of its acceptance, the sum of One Hundred Thousand Dollars in money, or first mortgage bonds of the said Chicago & Atlantic Railway Company, of June 13, 1881, to the amount of Two Hundred Thousand Dollars, exclusive of interest. The deposit so received from any unsuccessful bidder shall be returned to him when the property shall be struck down, and the deposit so received from the successful bidder shall be applied upon account of the purchase price. Such further portions of said purchase price shall be paid in cash, as the Court may from time to time direct; and the Court reserves the right to resell said premises and property upon failure of the purchaser or purchasers thereof, or their successors or assigns, to comply, within twenty days, with any order of the Court in that regard. The balance of the purchase price may be paid either in cash, or in bonds, or over-due coupons, secured by said first mortgage of said Chicago & Atlantic Railway Company, of June 13, 1881, or by the second mortgage of said company, of September 15, 1883, each such bond and coupon being received for such sums as the holder thereof would be entitled to receive under the distribution ordered, and according to the priority adjudged in the said decree of said Court, dated January 29, A. D., 1889.

WILLIAM P. FISHBACK,

Master Commissioner, U. S. C. C., Dist. Ind.

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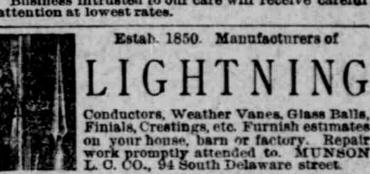
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